

Correspondence of The N. Y. Tribune. Vol. 30. 1855.

But let us come back to my starting point, Tumbes, of whose morals, by the way, I can say nothing better than I have said of the country generally. I have said that the United States are more intimately connected with this than any other of the minor ports of Peru. This arises from the fact that it is a very convenient port for taking wood and water, of which whalemen have availed themselves from time immemorial, at first without

"And we most respectfully request that you, Sir, will take such steps as your official position enables and impels you to take to enforce a faithful performance of the observance of the above mentioned treaty, or else a due and official notice that it will no longer be observed, in order that whosoever may know whether they can continue to call at Tumbez, or may seek some other port on this coast for their necessary supplies.

"We are the more impelled to take this method of bringing the subject to your notice by the fact that we have observed that the United States Consul at this place, Dr. Samuel J. Oakford, for protection against the aforesaid imposition, he informed us that by his despatch, dated the 8th day of May last, he had advised you, Sir, that such a violation of the treaty was about being attempted, and that up to the present date has received no reply to said despatch.

"We feel bound also to state that Article 37 of said treaty is so worded, that it states that in regard to deserters, which are always numerous, as well as fugitives, as the Captain of the Port, whose duty it is to arrest and restore them, declines to take any trouble for the accomplishment of this portion of his duty, unless he is paid nearly or quite an equal remuneration for the expense which would be incurred in shipping new men.

"In conclusion, we respectfully suggest that, although upward of two millions dollars worth of property in American whaling vessels touch at this port, on an average, in every year, yet there has never been, to our knowledge, a single United States war vessel at anchor here; and we believe that the presence of one at this port, for the protection of the whaling vessels at the port, for the protection of the whaling vessels at the

territory. I am by Vermont and her collaborators in the non-slaveholding States silent in reference to such a course. I am by the American Society for the Abolition of Slavery silent. Though many hundred miles distant from Kansas, they seek to control her destiny by pouring into her borders their hordes of hired emigrants, and it is considered legitimate and right; but when the people of Missouri, just on the border of the scene of action, are thus assailed by a foreign subject, indicated in solicitude to protect the bona fide slave, and to resist against these Eastern intruders, and to vindicate, as a matter of self-preservation, the great principle of the Kansas Nebraska act, they are gravely charged, by solemn legislative resolves, with an unlawful invasion, and with the commission of crimes against the rights of the "elective franchise." I will not trust myself in the language which would appropriately characterize such unjust and officious intermeddling.

If we look at the geographical position of Missouri, we not only find a justification of the solicitude of her citizens to resist the invasion of her borders, but a final settlement must afford all the slaveholding States. The institution of Slavery exists in Missouri; but she is now flanked on two sides by non-slaveholding States—Iowa on the north and Illinois on the east. What will be her condition if Kansas, which lies on her west-

No. of Pieces.			No. of Pieces.
Albany	1	Home	1
Bohlerster	45,962	Subsequently	19,271
Buffalo	40,963	Troy	13,670
Canastota	37,000	Saratoga	1,000
Utica	27,064	Auburn	6,388
Suspension Bridge	22,747	Geneva	6,611
Niagara	1		
Total number of pieces			344,118
Estimated checked at all other Stations (small estimate)			152,670
Total checked at all Stations			496,788
Delivered to the Hudson River Railroad at Albany			13,700
Delivered to the People's Lake Steamboats at Albany			2,560
Delivered to Boston Railroad at Albany			11,690
Grand total of pieces transported			529,318

We are sure that this will excite surprise when we state that out of this immense and complicated business, comprehending the loss of many millions of dollars in value, and peculiarly liable from its portable character to theft at the stations and elsewhere, the road has had to pay for only \$75 worth as having been lost, and only \$297.36 worth as having been stolen. It is marked contrast to this care and system of the Company, that in the baggage-room at Albany, there are in the moment 2,435 pieces of baggage. This department of the great business of the road is under the charge of Mr. White, of the General Office.

educated, men Northern moral imbecility has to them without the least respect for the rights of Northern men, when drunk with whisky, and urged on by brawling leaders, it is no time to deal with them by the Bible. That work should have been done before. That being neglected, and the crew of infuriated wretches being on the eve of a murderous assault, a sword and the rifle are now in order. By them, and

One important advantage which a measure of this kind would possess, would be the celerity with which it might be accomplished. In the States where slavery was once tolerated, and afterward abolished by the abolition was effected gradually. In Pennsylvania which took the lead in this species of legislation, about sixty years were required after the passage of the law